

BUENOS AIRES PORT CLOSED BY STRIKE

Workers Demand Guarantee
That Non-Union Men Will
Not Be Used.

U. S. CONSUL INVOLVED
Denies, However, Refusal to
Aid Chileans Led to Pres-
ent Trouble.

By the Associated Press.
BUENOS AIRES, May 9.—Port workers of Buenos Aires struck today, completely tying up the port. They notified the Government they would not return to work until assurances had been given that the non-union labor which the Labor Protective Association of Employers had announced it intended using to carry on the port operations would not be permitted to work.

The Labor Protective Association suspended action upon its decision to send non-union laborers into the port zone at the urgent request of the Government. The wage front is being strongly guarded by the police.

The Government strongly disapproves of the decision of the association, said an editorial published by the *Epoca*, the Government organ. The newspaper did not reveal what the Government's attitude toward the protection of free labor would be in case the association followed out its plan.

The association was threatened "suddenly to provoke a new social conflict, the outcome of which would be difficult to calculate."

Consul-General Explains.
William H. Robertson, the American Consul-General here, commenting on despatches received in Buenos Aires from Washington to the effect his refusal to aid five Chilean members of the crew of the American steamship *Martha* Washington to return to their country was the cause of the port workers' boycott of the *Martha* Washington, which has led up to the present tieup of the port, declared the statements were based on a misconception of facts.

Mr. Robertson said the boycott began when the *Martha* refused to accede to the demands of the port workers' union that the firmen of the *Martha* Washington be paid off, discharged and repatriated because of alleged ill treatment. He added that after the *Martha* Line, charterers of the steamer, and the local shipping board authorities refused the demands of the union to the consulate he refused to receive the delegates of the union who called on him to press their demands, and the boycott continued.

The Consul General added he had been ready to listen to any complaints or grounds for discharge presented by the firmen themselves as provided for by maritime laws, but that the firmen had refused to make any complaints before him or to accept investigation by the consulate. On the other hand, they had sought intervention by a foreign labor union with which, under American law, he had no authority to deal.

Had Maintained Position.
Throughout his conferences with the Argentine Government officials Mr. Robertson said he had consistently maintained this position, and that any seeming refusal on his part to aid the Chileans, or any other members of the crew, was consequent on their refusal to make complaints before the Consul, and because of the attempt made to force the consulate to deal with the union.

To-day's events are the outcome of the long standing difficulties between Argentina and foreign commercial, industrial and steamship interests on the one hand and union port labor, which is under control of the Government, on the other. These commercial, industrial and steamship interests have complained continuously to the Government of the unbearable impositions and abuses which they declare port labor has compelled them to accept in connection with the loading and unloading of ships and the transportation of commodities to places of business.

The boycott of the *Martha* Line steamship, which was the cause of the port workers' strike, was only one example of the numerous difficulties with the port workers which have resulted in restricting commerce at the port of Buenos Aires.

**URGES DEVELOPMENT
OF ALASKA'S RESOURCES**
**Engineer Warns White Set-
tlers Will Quit Country.**

WASHINGTON, May 9.—Unless development of Alaska is stimulated depopulation will reduce its inhabitants to Eskimos and Indians only, J. L. McPherson, a civil engineer, who spent twenty-three years in the territory, declared today before the House Territories Committee.

He urged passage of Chairman Curry's bill to create a board of five members to administer the affairs of the territory.

Despite its wealth in natural resources, Mr. McPherson said, the population of Alaska is less than in 1910 and at that time it was less than in 1900. He contended it was impossible to administer Alaskan affairs from Washington, and said it was virtually impossible for white settlers to get possession of Alaska lands or resources without consulting one or a dozen of the thirty-two different conflicting and overlapping Federal bureaus.

WOULD COIN PEACE DOLLARS.
WASHINGTON, May 9.—Coinage of "peace" dollars of an appropriate design to commemorate the termination of the war is proposed in a bill introduced today by Chairman Vestal of the House Coinage Committee.

**HINDLEY'S
Established 1862
House Mechanics of All Kinds
HARDWARE
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**WANTIME CONTROL
OVER DYES IS URGED**
Knox Declares Industry Will
Become Important Agency
in National Defence.

**GERMANY AN EXAMPLE
Senator Answers Attack of
Moses on Amendment to
Emergency Bill.**

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, May 9.
Washington, D. C., May 9.—The importance of maintaining the American dye industry and extending the wartime control over it in the new emergency tariff bill was emphasized today by Senator Knox (Pa.) in a speech answering an attack on the dye amendment by Senator Moses (N. H.).

The New Hampshire Senator, who last Congress voted against the emergency tariff bill, announced his intention of opposing it again, basing his opposition largely on the proposal to protect agriculture by adding the dye amendment, and said it was "class legislation of the most vicious and dangerous kind."

Senator Knox said the economic features of the dye amendment were not nearly so important as the feature of developing an important agency of national defence. He showed that Germany had recognized the value of her dye plants because they could be converted instantly into munitions plants, and that she is now engaged in the same course which will make her able to mobilize for defence or attack in case of future war. America, he insisted, can do no less.

He called attention to the use of chemical warfare by Germany, which, he continued, "is now being conducted on a greater scale than ever, and its future prosperity and development depends upon her ability to sell her product to other countries. She is able to underbid America and can drive our industry out of business unless she is prevented and thus blot out the principal means this country has of meeting a foe in a chemical war."

"You can sink the German battleships to the depths of the sea; you can blow the great Krupp plant into hives and cast the big Bertha into ploughshares and pruning knives, but if you leave the dyeplants in the hands of Germany she will still have the world by the throat."

"How can we refuse to take over for ourselves this great advantage in national security? I call your attention to the fact that in 1914, the beginning of the world war, there were seven dye plants of any size in the United States. Now there are about 180. Yet we hear them referred to as monopolies."

"The dye industry in this country will become greater and greater and more efficient, not only for peace purposes, but for purposes of war."

**WANTS CITY PLANNERS
TO CONSIDER AIRSHIPS**
**Must Look Long Ahead Also
on Transit for Workers.**

PITTSBURGH, May 9.—City planners should be able to forecast at least twenty-five years to provide for changes the airship will make in commerce, said John Thider, manager of the Civic Development Department of the United States Chamber of Commerce, addressing the thirtieth National Conference on City Planning here today.

"We are so young that all of the defects in our city planning have not crept out of us," he said.

Mr. Thider declared that successful city planning depends upon adequate means for transporting quickly and cheaply the metropolitan worker who resides in the suburbs and the zoning of a city whereby workers will reside near the places of their employment.

U. S. LOSS ON R. R.'S IS \$1,200,000,000

Amount Is \$300,000,000 More
Than Was Estimated by For-
mer Director General.

NEW CLAIMS LOOMING UP
Differences Arise Over Li-
ability of Government for Main-
tenance During War Period.

WASHINGTON, May 9.—Loss to the Government in operation of the railroads under Federal control will be about \$1,200,000,000, or \$300,000,000 more than estimated by former Director-General Hines, according to an estimate today by Director-General Davis.

Mr. Hines estimated the loss would be \$900,478,756. Mr. Davis said. Claims not considered by Mr. Hines have arisen, he added, and the underestimate was made in the allowance for maintenance, fire losses, additions and betterments made solely for war purposes and other accounts.

Differences between the Administration and the carriers as to the liability of the Government for under maintenance during Federal control, amounting to several hundred million dollars, may be carried to the Supreme Court for final adjustment, the report said. It was estimated that when all the carriers have filed their under maintenance claims, they will aggregate between \$700,000,000 and \$800,000,000.

The report showed that the railroad administration had assets aggregating \$430,520,158.05, consisting of negotiable obligations of the carriers, such as equipment trust obligations, and notes and bonds taken by the administration during Federal control.

The delay in settling claims has been caused chiefly by the slowness of the roads in filing their claims, the report said, adding that practically no claims had been filed in 1920. Up to the present time 14 of the 55 roads taken over have filed their claims, representing 58.5 per cent. of the entire mileage, excluding short lines.

"Germany's dyestuff industry," he continued, "is now being conducted on a greater scale than ever, and its future prosperity and development depends upon her ability to sell her product to other countries. She is able to underbid America and can drive our industry out of business unless she is prevented and thus blot out the principal means this country has of meeting a foe in a chemical war."

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INJURED AVIATOR DIES.
ARLINGTON, TEXAS, May 9.—With the death of E. A. Looking, a civilian aviator, the third fatality from an airplane crash at a local aviation field yesterday was recorded. Looking died late last night. Miss Margaret Pearson and Michael Carson were killed when the plane fell.

"I have no desire to exaggerate the importance of the complexities of making this final settlement," the Director-General said in his report. "It is undoubtedly the greatest adjustment between two tenant and over 600 landlords that ever occurred. The property was operated under the abnormal conditions of a world war. The demand for labor and materials in all industrial enterprises was greatly in excess of the supply. In the effort to combine this stupendous aggregate of independent lines into a single and coordinating concern much of the operating property of the individual carriers was inextricably intermingled."

President Wilson stated at the time the roads were taken over that he would "recommend to Congress the passage of a law providing that the railway properties be maintained in substantial repair as good repair as when taken over," and adding on this recommendation, Congress provided that a standard contract should contain such a clause. It is the difference of opinion over the construction of the rules in this provision of the contract that has caused the majority of the controversies between the carriers and the administration, the report said.

Every settlement presents peculiar differences, the report said, many of them being "serious practical questions" which involve more than mere matters of accounting.

**DOG WAS A SUICIDE,
DEFENCE OF MOTORIST**
Owner, Suing, Says Animal
'Used Due Care.'

ROCKTON, May 9.—To the contention of John Chalmers, in a suit for \$1,000 damages, that his dog was using due care when killed on the street by an automobile driven by Peter J. Donahue, the latter answered by the Superior Court today that the animal committed suicide.

The court thus has two unusual questions to decide: Whether a dog may be said to have used due care, and whether a dog may be considered to have ended its life intentionally.

Mr. Donahue, who is an attorney, in his answer said "the dog was crossing the street in front of the defendant's automobile. He suddenly turned and revolved in a circle, snapping and biting at other animals. Becoming dependent at his inability to dislodge said animals, he hurled himself under the defendant's automobile and thereon committed suicide."

**SEX BAR IS REMOVED
BY HICKSITE FRIENDS**
Vote Joint Meeting First Time
in Two Centuries.

PHILADELPHIA, May 9.—Both the men and women of the Philadelphia yearly meeting of Hicksite Friends voted today to meet in joint session to-morrow, breaking a custom maintained for more than two centuries.

Although there had been no formal agreement, vote on the merging of the two sessions was taken at the same time, the action of the women preceding that of the men.

Both sessions also voted to adopt the budget system of handling the finances of the meeting.

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Paradise is simply the purest water on record, as shown by Government reports. As it gushes forth from Paradise Spring in Maine, day by day, it flows through a glass pipe into a glass-lined storage tank, thence into a silver-lined bottling machine. Before being filled, the bottles are washed, rinsed and sterilized; and only brand-new bottles are ever used.

Thus, Paradise Water flows straight to you from the Spring itself, with no possible chance of contamination.

How can any public supply of water, or any artificially-prepared water, possibly compare with the Nature-made purity of Paradise?

And, oh, what a delicious taste Paradise Water has! People who try it cannot force themselves to go back to the drinking of ordinary water. Paradise sparkles like a diamond—and is as flawless. It is a delight to the eye as well as the palate. Preserve your health and please your appetite, by drinking only Paradise—the perfect table water. Why not try it?

Paradise comes in convenient cases of quarts, pints and half-pints, all full-size. Natural or Carbonated. Your Grocer or Druggist has it or can get it for you.

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WINTER GARDEN
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WILLIAM & EUGENE
AMBASSADOR
PLYMOUTH
LITTLE OLD NEW YORK
ELTINGE
LADIES NIGHT
?SHAME?
CENTRAL
HAMPDEN
BOOTH
ARLISS
COMEDY THEATRE
THEATRE
LYRIC
WILLIAM FOX
QUEEN OF SHEBA
CARNegie Hall, Thurs. Eves. May 12
GALLI-CURCI
MIROVITCH
BAUER-GABRILOWITSCH
?SHAME?
CAPITOL
D. W. GRIFFITH'S
THE BIRTH OF A NATION
TOWN HALL
DREAM STREET
?SHAME?
Loew's New York Theatre & Roof
Loew's American
PALACE
STRAND
COLUMBIA
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AMUSEMENTS.
THEATRES AND HITS, DIRECTION OF LEE AND J. J. SHUBERT.
CENTURY
Oscar Straus
LAST WALTZ
ELEANOR PAINTER
SELWYN THEATRES
TIMES SQ. THEATRE
CHARLES PURCELL
APOLLO
ROONEY
LOVE BIRDS
PLAYHOUSE
KEANE
39TH ST. THEATRE
ARTHUR BYRON
THE GHOST BETWEEN
?SHAME?
YANDERBILT
SELWYN
WILLIAM FOX
YANKEE IN KING ARTHUR'S COURT
PARK
OVER THE HILL
ASTOR
HORSEMEN OF THE APOCALYPSE

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WAY DOWN EAST
Garrick
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HOLBROOK BLINN
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